

The Hong Kong Daily News

No. 8757

日四十月二十一年一月光

HONGKONG, MONDAY, JANUARY 18TH, 1886.

一月光

號八十月正英華

[PRICE \$2 PER MONTH]

SHIPPING.

INTIMATIONS.

ARRIVALS.

January 15, AMOY, British steamer, 814, R. Kohler; Shanghai 12th January. General—SIEGMUND & Co.

January 16, LIE-SIANG, British str., 1,000, S. Seymour, Whampoa 16th January. General—JARDINE, MATTHEWS & Co.

January 16, ZAFIRO, British steamer, 973, Tabet, Manila 13th January. General—RUSSELL & Co.

January 16, SIE-WE, British str., 1,000, Wood; Shanghai 12th January. General—JARDINE, MATTHEWS & Co.

January 16, CAI-HAT, British steamer, 1,884, J. Russell, Shanghai 14th January. Mails and General—P. & O. S. N. Co.

January 16, DEUTERUS, British steamer, 1,197, A. E. Lethens, Marting 12th January. Salt—ED. SCHELLHAAS & Co.

January 16, GRACIAS, British steamer, 1,346, Hispania, Liverpool 28th November and Singapore 9th January. General—JARDINE, MATTHEWS & Co.

January 16, TRITON, German steamer, 1,406, Elsdorff, Saigon 9th January. Rice—ED. SCHELLHAAS & Co.

January 16, DE BAY, British steamer, 1,082, J. Lee, Nagasaki 12th January. General—ADAMSON, BILL & Co.

January 17, SAIGON, British steamer, 1,204, Wm. Moore, Saigon 9th January. Rice—ED. SCHELLHAAS & Co.

January 17, THIRTEEN, British steamer, 1,671, Madia, Yokohama 9th January. Mails and General—P. & O. S. N. Co.

January 17, NAMOA, British steamer, 862, Geo. Westoby, Foochow 12th January. Amoy 14th, and Swatow 16th. General—DOWDALL, LAIRAH & Co.

January 17, BORNEO, Dutch steamer, 1,433, W. J. Swart, Saigon 12th January. General—JARDINE, MATTHEWS & Co.

January 17, TAICHOON, British steamer, 862, Joseph Newton, Hongkong 9th January. General—YUEN FOO HONG.

January 17, NINGPO, British steamer, 791, Wu-Pots, Whampoa 17th January. General—SIEMSEN & Co.

CLEARANCES, AT THE HARBOURMASTER'S OFFICE, 10TH JANUARY.

Douglas, British str., for Swatow.

Arriston Apear, British str., for Singapore.

Diamond, British str., for Singapore.

Harter, British str., for Saigon.

Edwin, British str., for Amoy.

John Knox, British str., for Singapore.

Sooloo, British bark, for Foochow.

Prins Georg, German str., for Singapore.

Crusader, British str., for Haiphong.

Elsa, German str., for Saigon.

Eise, German bark, for Tonkin.

Carl Böhm, German str., for Tsinwanfu.

Santa Filomena, Spanish bark, for Iloilo.

ORMARTEUBES.

January 10, JOHN KNOX, British str., for Singapore.

January 10, FORGEN, British str., for Amoy.

January 10, ARABIAN APEAR, British str., for Calcutta.

January 10, PALAMED, British str., for Yokohama.

January 10, YANOTSZE, British str., for Shang-hai.

January 10, SIGNAL, German str., for Mokow.

January 10, ALBANY, British str., for Saigon.

January 10, DOUGLAS, British str., for Coast Ports.

January 17, DANUBE, British str., for Swatow.

January 17, DIOME, British str., for London.

January 17, STOFFURSTEN, Russian bark, for New York.

January 17, LADY HAREWOOD, British barque, for Whampoa.

January 17, FLIEZ-GROB, German str., for Singapore.

January 17, SOOLOO, British bark, for Foochow.

January 17, HARTER, British str., for Saigon.

January 17, ETENE, German bark, for Tonkin.

PASSENGERS ARRIVED.

Per May, str., from Shanghai—5 Europeans, and 22 Chinese.

Per Zafiro, str., from Manila—Captain and Mrs. Lapham, 3 Europeans, and 200 Chinese, dock.

Per See-oo, str., from Shanghai—29 Chinese.

Per Japania, str., from Saigon—3 Chinese.

Per Glazier, str., from Liverpool, Mr.—Mrs. Wilson, Mr. Flood, and 150 Chinese from Singapo.

Per Thiel, str., from Yokohama—Lieut. Sankey, R.N., Mr. and Mrs. Peacock, Mr. and Mrs. Wong, Mr. Graff, and 21 Chinese.

Per Nansen, str., from East Coast—Rev. and Mrs. Lloyd and 4 children—Lieut. Farquhar and Brooks, Messrs. Durman, Hutchings, Ramsey, and Williams, the Misses Fookes (2), 1 European, and 21 Chinese.

Per Godey, str., from Shanghai—Condr. A. Leichsenring, A. and Conrad, Messrs. E. Hartel, H. F. Tarrant, Herman Otto, H. P. Hodman, and E. Osborne, and 5 Chinese.

REPORTS.

The British steamer *Saxonia* reports left Shanghai on the 12th inst., and strong southwest, overcast, and hazy weather throughout.

The British steamer *Hawkes* reports left Liverpool on the 29th November, and Singapore on the 9th January. Had strong northeast winds, hazy weather towards the coast.

The British steamer *Zafiro* reports left Manila on the 13th inst., and had moderate to strong monsoon, wind well to the Eastward with rough sea, hazy weather towards the coast.

The British steamer *Tuichow* reports left Saigon on the 9th instant, and after the N.E. monsoon with unusual high seas to Macao. Bank from whence wind gradually decreasing with cloudy weather to port.

The British steamer *Tuichow* reports left Bangkok on the 9th inst., and experienced moderate N.E. winds in Gulf of Siam. Reached Port of Bangkok 11th inst.; from thence to 1st or 2nd N.E. winds, and high seas from thence to port moderate N.E. winds and cloudy weather.

The British steamer *Nova* reports left Bangkok on the 12th inst., and after the N.E. winds and experienced strong N.E. winds and fine weather to Swatow. Left Swatow on the 16th, from thence to port light Northwesterly winds and fine weather. In Foochow str. Sir Nearing, Wimbley, and Gulf of Suez. In Amoy H.M.S. *Bramble*, 4 Chinese war vessels, and 1 Russian gunboat. In Swatow str. *Mongku*.

INTIMATIONS.

FOR SALE.

A NEW STOCK OF GENTLEMEN'S BOOTS AND SHOES.

KID "BALMORAL" BOOTS.
CLOTH BUTTON BOOTS.
MILITARY BLOCKED BOOTS.
DEERLY SHOOTING BOOTS.
CALF LACE SHOES.
CLOTH LACE SHOES.
PATENT LACE SHOES.
CALF SPRINGSIDE SHOES.
KID SPRINGSIDE SHOES.
PATENT DANCING PUMPS.

ALSO,
TENNIS SHOES with Flat Soles (Specially designed for Concert or Concert Courts).

TENNIS SHOES with Solid Rubber Soles.
LANE, CRAWFORD & CO.

Hongkong, 16th January, 1886.

BANKS.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000.
PAID UP.....\$1,500,000.

REGISTERED OFFICE, 40, THREADNEEDLE STREET, LONDON.

KID "BALMORAL" BOOTS.
CLOTH BUTTON BOOTS.
MILITARY BLOCKED BOOTS.
DEERLY SHOOTING BOOTS.
CALF LACE SHOES.
CLOTH LACE SHOES.
PATENT LACE SHOES.
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LANE, CRAWFORD & CO.

Hongkong, 16th January, 1886.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction on

WEDNESDAY, the 20th January, 1886, at 2 P.M., at the Residence of Mr. CHANDOS, No. 7,

Gago Street, Godown, Hongkong.

THE WHOLE OF THE ELEGANT HOUSEHOLD FURNITURE, &c., comprising

AMERICAN-MADE WALNUT DRAWING ROOM SUITE.

MARBLE TOP CONSOLE TABLE WITH GLASS, CHIMNEY GLASSES, OIL PAINTINGS, CHROMOS, and ORNAMENTS.

CARPETED HEARTH AND SIDE BOARD, WALNUTS, DINNER SETS, and BREAKFAST SETS, GLASS and PLATED WARE.

IMPORTANT AUCTION NOTICE!

SALE OF ANCIENT AND MODERN JAPANESE FINE CURIOS AND WORKS OF ART.

MESSRS. KUHN & CO., the well-known Art Dealers of Yokohama, have favoured me with instructions to Sell by Public Auction,

ON SATURDAY, the 23rd January, 1886, at 3 P.M., ON THE PREMISES,

T. H. FARNIER'S STORE, 10, H. H. H. MARTIN,

LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.

On Current Deposit Account at the rate of

2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS—

For 3 months 3 per cent. per Annum.

For 6 months 3 per cent. per Annum.

For 12 months 3 per cent. per Annum.

ON CALL DEPOSITS—

Interest allowed on approved Securities, and every description of Banking and Exchange business transacted.

DRAFFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON, Chief Manager.

Hongkong, 31st December, 1885.

NOTICE.

RULES OF THE HONGKONG SAVINGS BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banks Corporation on their premises in Hongkong, Business hours on week-days, 10 to 3 Saturdays, 10 to 7.

2.—Sums less than \$1 or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.

3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed interest for 12 months at 5 per cent. per annum interest.

4.—Interest on the rate of 3% per cent. per annum will be allowed to Depositors on their daily balances.

5.—Each Depositor will be supplied gratis with a Pass-Book, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books, but the same must be written up at least twice a year, about the beginning of January and beginning of July.

6.—Correspondence as to the business of the Bank is marked on HONGKONG SAVINGS BANK BUSINESS is forwarded free by the various British Post Offices in Hongkong and China.

7.—Withdrawals may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his Pass-Book is necessary.

For the HONGKONG SAVINGS BANK CORPORATION, T. JACKSON, Chief Manager.

Hongkong, 8th May, 1886.

DENTAL NOTICE.

D. R. POATE begins to announce his Return to the Colony and Resumption of Practice.

Hongkong, 12th January, 1886.

IN THE MATTER OF THE ESTATE OF LAM YAN NANG AND LUI WAI SHIAM.

BANKRUPTCY.

Notice is hereby given that WONG CHUEN CHONG LOONG (昌隆) has purchased from the OFFICIAL ASSESSOR of the above Estate the GOODWILL, STOCK-IN-TRADE, FIXTURES, and BOOK DEBTS of the CHUEN CHONG LOONG (昌隆) Shop No. 49, Jervois Street, Hongkong.

All Persons indebted to the said CHUEN CHONG LOONG SHOP are requested to make immediate payment to the Undersigned.

Dated the 12th January, 1886.

WITTON & DEANON, Solicitors for the Undersigned.

JOHN ROCK, San Jose, California, U.S.A.

CUTLEE, PALMER & CO.

The well known Wine Shippers to China, OF LONDON, BORDEAUX, CALCUTTA, BOMBAY, MADRAS, LAHORE, KURBACHEE, &c.

Their Representatives in China—

FOR SALE

NOW READY. 1885.

THE CHRONICLE AND DIRECTORY

For 1885. With which is incorporated

THE CHINA DIRECTORY.

(TWENTY-FOURTH ANNUAL ISSUE).

ROYAL OCTAVO, pp. 1,132 with plans \$5.00.

SMALLER EDITION, pp. 752 \$3.00.

THE CHRONICLE AND DIRECTORY

has been thoroughly revised and brought up to date, and is much increased in bulk.

It contains DESCRIPTIVE and STATISTICAL

ACCOUNTS of, and DIRECTIONS for

HONGKONG.—VLADIVOSTOK.

Do. Ladies Director JAPAN—

Do. Military Director NAGASAKI—

Do. Chinese Hongkong (Hongk.)

Macao.—Okinawa—

China.—Takao—

Pakhoi—Hochow—Whampoa—

Canton—Swatow—Amoy—Takao—

Kwangtung—Takao—Kwangchow—

Shanghai—Chinkiang—Wuhu—

Kukkiang—Kiau-chow—

Ichang—Chungking—Chefoo—

Taku—Tientsin—Peking—Port Arthur—

Nan-chow—Canton—

Cochin CHINA—Saigon—Cambodia—

ANAM.—Hue—

Tongking—Hainan—

STRaits SETTLEMENTS—Singapore—Malacca—Perak—

SINGAPORE—JOHORE—SUNGAI UJONG—

SARAWAK—SABAH—SELANGOR—

PEKING—PORT ARTHUR—NAVAL SQUADRONS—

British—French—Spanish—

SHELDON & CO.—The Consulting Engineers of

R. G. & S. N. CO.—R. G. & S. N. Co.

Message—Mathews—Siemens & Co.

Japan—S. M. S. Co.—H. C. & M. S. B. Co.

Indo-China—S. N. Co.—Scottish Oriental S. N. Co.

Douglas S. S. Co.—Miscellaneous Coast

China Mer. S. N. Co.—Steamers.

THE LIST OF RESIDENTS now contains the name of

TWELVE THOUSAND, THREE HUNDRED, AND

EIGHTY-SIX FOREIGNERS arranged under one Alphabet in the strictest order, the initials as well as the surnames being alphabetical.

THE MAPS and PLANS have been mostly re-drawn in a superior style and brought up to date. They now consist of

FLAGS OF MERCANTILE HOUSES IN CHINA.

MAP OF THE FAR EAST.

MAP OF THE ISLAND OF HONGKONG.

PLAN OF THE CITY OF VICTORIA.

PLAN OF THE CITY OF CANTON.

PLAN OF FOREIGN CONCESSIONS, SHANGHAI.

PLAN OF YOKOHAMA.

PLAN OF SAIGON.

PLAN OF TOWN AND ENVIRONS OF SINGAPORE.

PLAN OF GEORGE TOWN, PENANG.

AMONG THE OTHER CONTENTS OF THE BOOK ARE—

An Anglo-Chinese Calendar, Mountain of Sun-

rise and Sunset, Man of Barometer and

Thermometer, Rainfall, Eclipse, Festivals, &c.

A full Chronology of remarkable events since

the advent of foreigners to China and Japan.

A description of the Festivals, Fast, &c.,

observed by Chinese Missionaries, French Jews, &c., with the days on which they fall.

Comparative Tables of Money, Weights, &c.

The Hongkong Postal Guide for 1885.

Arrivals and Departures of Mail and Parcel Post at and from London and Hongkong.

Scales of Commissions and Charges adopted by

the Chambers of Commerce of Hongkong, and Shanghai.

Hongkong, Chink, Jinrikisha, and Boat Hire.

This issue contains the New Scale of Hongkong STAMP DUTIES, also tables of COURT FEES not elsewhere published.

The APPENDIX consists of

FOUR HUNDRED PAGES

of closely printed matter, to which reference is

constantly required by residents and those

having commercial relations with the Chinese embassies within the scope of the

CHRONICLE and DIRECTORY.

The Contents of the Appendix are too many

to enumerate in an Advertisement, but include—

TREATIES WITH CHINA—

Great Britain, Nanjing, 1842

France, Tientsin, 1858

China, with additional Article,

and all others not abrogated

Treaty of Tientsin, 1860

Tientsin, 1858

United States, Tientsin, 1858

Additional, 1869

Peking, 1850

Geman, Tientsin, 1861

Peking, 1860

Russia, Japan, Spain, Brazil, and Peru.

TREATIES WITH JAPAN—

Netherlands—United States—Corea

TREATIES WITH COREA

TERACIAS WITH SIAM

TREATIES WITH ANNAM

TREATIES WITH CAMBODIA

Chinese—Siamese—Corean

LEGAL—

Office in Council for Government of H.B.M.

Subjects in China and Japan, 1865, 1877,

1875, 1881

Rules of H.B.M. Supreme and other Courts

in China and Japan

Tables of Consular Fees

Code of Civil Procedure, Hongkong

Admiralty Rules

Foreign Jurisdiction Act

Regulations for the Consular Courts of United

States in China

Rules of Court of Consuls at Shanghai

Chinese Passenger Act

TRADE REGULATIONS

China—Siam

Japan—Customs Seizure, China

Customs and Harbour Regulations for the dif-

ferent ports of China, Philippines, Siam, &c.

INTIMATION.

JUST RECEIVED.

HYACINTH BULBS

OF THE BEST VARIETIES

BLUE,

WHITE

RED.

YELLOW.

LAWN GRASS SEED.

SWEET CORN.

A. S. WATSON & CO.,

THE HONGKONG DISPENSARY.

Hongkong, 4th January, 1885. [2]

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, JANUARY 18TH, 1885.

In our issue of the 25th ultimo, when commenting on the order given for the Chinese ironclads to proceed south to winter, we gave an account of the armament and defences of Port Arthur, the great Chinese Naval Station, and showed how inadequate it is for the purposes of a large fleet of ironclads. A Chefoo correspondent of the *N. C. Daily News*, writing under date of the 5th instant, states that news has been received there to the effect that Chefoo is for the present to be made the naval station for the Yangtze-squadron instead of Port Arthur or Wei-hai-wei, which are found to be unsuitable for vessels of the draft of the ironclads lately arrived from Europe. This correspondent agrees entirely with the statements made in our issue of the 25th ult. that Port Arthur is not proof against an attack from the rear or land side, and says that in order to render it defensible "a vast chain of fortifications involving millions' worth of defensive works" would be necessary, and even then many weak and unsatisfactory points would be left. He also coincides in the opinion expressed in these columns as to the superiority of Wei-hai-wei over Port Arthur in every way as a naval station. "It is not," he says, "to be wondered at that persons of strategic experience who have studied its capabilities should have preferred the excellent harbour of Wei-hai-wei as the stronghold of the Chinese northern naval forces. The island of Lin-kung, which makes an excellent breakwater for the north side of the harbour, commands the western entrance, and what is more than half a mile in width; and when the contemplated breakwater from the south-east corner of this island to the small island of I-tao, or Channel Island, is completed, the eastern entrance of the port will only be three-quarters of a mile wide, and as the depth of water in mid channel is only six fathoms, it can easily be defended by torpedoes and batteries on both sides of the channel, so that the entrance can be closed by a single gun."

We acknowledge, with thanks, the receipt of a copy of the "Tart Book of Documentary Chinese," with a vocabulary, "Volume I, edited by Dr. F. Hirth, Deputy Commissioner and Assistant Statistical Secretary, Shanghai." The book is published by order of the Inspector General of Customs for the special use of the Chinese Imperial Customs service.

The following notification appears in the *Government Gazette*:—With reference to Government Notice No. 266 of 1884, it is ordered that His Excellency the Acting Governor and Mr. B. F. Bowley, arrived at Amoy on the 15th inst., will be received at the Chinese Consulate on Saturday next, at 12 m. by the Chinese Agent of the *N. C. Daily News*, who is to be present.Attention is directed to the notice on the 15th instant, that the interest due on the 15th instant, page 1, is now payable at the office of the Chartered Bank of India, Australia, and China, the agents issuing the loan, together with the Chinese Agent of the *N. C. Daily News*.

The first performance of the season by the members of the Hongkong Choral Society, as arranged by the Chinese Consulate, will be given on Saturday evening, the 20th instant, at 8 p.m. in the Chinese Consulate.

The second performance will be given on Sunday evening, the 21st instant, at 8 p.m. in the Chinese Consulate.

The third performance will be given on Monday evening, the 22nd instant, at 8 p.m. in the Chinese Consulate.

The fourth performance will be given on Tuesday evening, the 23rd instant, at 8 p.m. in the Chinese Consulate.

The fifth performance will be given on Wednesday evening, the 24th instant, at 8 p.m. in the Chinese Consulate.

The sixth performance will be given on Thursday evening, the 25th instant, at 8 p.m. in the Chinese Consulate.

The seventh performance will be given on Friday evening, the 26th instant, at 8 p.m. in the Chinese Consulate.

The eighth performance will be given on Saturday evening, the 27th instant, at 8 p.m. in the Chinese Consulate.

The ninth performance will be given on Sunday evening, the 28th instant, at 8 p.m. in the Chinese Consulate.

The tenth performance will be given on Monday evening, the 29th instant, at 8 p.m. in the Chinese Consulate.

The eleventh performance will be given on Tuesday evening, the 30th instant, at 8 p.m. in the Chinese Consulate.

The twelfth performance will be given on Wednesday evening, the 31st instant, at 8 p.m. in the Chinese Consulate.

The thirteenth performance will be given on Thursday evening, the 1st instant, at 8 p.m. in the Chinese Cons

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH.

MAIL EXPECTED.

parts, of course, from the work of the Custom House. On the other side of the main hall are the appraisers' rooms and warehousing rooms, while occupying the ground floor of the south-east wing are the examiners' rooms and the shed office, both of which are large and comfortable apartments with a wide driveway leading directly to the south east of the main structure. Some ground to the north-west of the new building is occupied by newly built offices and servants' quarters.—Japan Mail.

NAGASAKI.

Mr. H. A. Reynolds, of the Korean Customs Service at Fuson, who for several years past had been suffering from an affection of the lungs, died at the local Government Hospital at 3 a.m. on the 1st inst. His family name is American, and his Japanese name is "Ko." The family name of the man, which means Hebrew as well as Spanish word, was translated from the former into the English equivalent, Booth. In his declining years, J. B. Booth, the sometime rival of the great Keam, frequently spoke of his Hebrew origin, and occasionally attended divine worship at the Jewish synagogue.

A gallant officer just returned from Egypt had apparently lost in thought for some minutes, when he suddenly started, muttered "By Jove!" and looked pensive. This outburst of emotion in one who was so well known exteriorly as to be able to afford a penny for thoughts. Realizing the poverty, the warrior replied hesitatingly: "Well, the fact of the matter is it suddenly occurred to me that nothing was biting me."

Telegraphic communication has been established between London and Beijing, a distance of about one hundred and fifty miles, and the transmission of sound is said to be perfect. As five minutes will utilized, will permit each party to say some 500 words the tariff cannot be called excessive. How we himself in communication with a Parisian put himself in communication with his friends in Abbeys, and vice versa, and the telephone office at such and such an hour?" Or is it only those who are already members of the telephone exchange of each city who can utilize the new line?

Mr. Justice Harding, of Queensland, is a bit of a humorist in official ways. He recently obtained some jurymen for more than 100 days, and they, in accordance with the usual custom, sent him cards, with a request for extra fees on account of the delay. Looking at the cards, he noticed that most of the names were followed by "Esq." He said: "Oh! I don't think you want extra pay, as you are gentlemen of leisure." Those jurymen they discovered that they were not gentlemen at all, but tradesmen, so their request was, on that admission, complied with. Mr. Justice Harding bids fair to become unpopular with the Queensland public.

There are undoubtedly disadvantages in choosing Port Arthur as the chief naval station, but it has been selected by Li Hung-chang, and recommended by the foreign naval experts. The Viceroy, and so many others having been won over to the selection, it is perverse to notwithstanding the natural drawbacks of the place and against the advice of other naval counsellors, who have preferred Wei-hai-wei—or even Chefoo—as headquarters of the Pao-ting fleet. It would be deemed a culpable error of judgment if at this late hour it were admitted that Port Arthur were not the eligible position that induced such a number of naval experts to select it, and naturally the Viceroy and his advisers shrink from encountering such a contingency by now withdrawing from the project that is discredited to be dubious utility for the purpose with which its fortification and installation were undertaken.

That there is a leaning towards utilising Wei-hai-wei among the foreign instructors of the Chinese navy and marine service, is evident, and the Foreign Office is in a position to ascertain the facts. Li Hung-chang and his friends are, however, too much compromised with the Emperor to abandon their first choice, or even to allow it to descend to a secondary position; and Wei-hai-wei for the present must be resigned to occupy the great port on the northern promontory which stands as sentinel over the Gulf of Pechili. As for the Pao-ting fleet, it is destined to be the naval depot of the Yangtze River, and probably to remain so as long as the report that it will be chosen for that purpose. It would be superfluous to describe here the unitities of Chefoo for such an important duty as improvidently containing within its bounds the navy of China. Chefoo will probably be a frequent rendezvous for the fleets of all nations now that it is considered the principal naval base of the Empire, but every one here would prefer it remaining a strictly commercial port, except from the danger of imminent floods seeking to penetrate into its bay for the purpose of bombarding Chinese fortifications and vessels of war. It is to be hoped that any port but Chefoo may be chosen as the Cheongho or Portsmouth or Cronstadt of North China.—*C. Daily News Correspondent.*

OLLA PODRIDA.

"Did not the sight of the homeless blue sea, marking its bosom white-winged fleets combine?" "All that," said the author, "is asked." "Yes, replied the fair American, "for a while it did, but after a time, it didn't all me with anything; it sorter smothered me!"

A foreigner, in learning the English language and finding that the word plague is a monosyllabic, while ague, which contains only the last four letters of plague, is a dissyllable, said he wished that the plague would take one-half of the language, and the ague the other half!

Landau, the French astronomer, when the Revolution broke out, only paid the mere attention to the heavenly bodies; and when he found, at the end, that he had escaped the fury of Robespierre and his fellow-guilders, he gratefully remarked, "I may thank my stars for it."

The French Government have authorised the African International Association to issue a lottery in France, with the object of providing funds towards the cost of organising the New Congo State. The permission is accorded as set-off to the claims of the Association for compensation.

Mr. Healy promises that in the new Parliament Mr. Parnell will yield a pretty big stick. The expression is, perhaps, metaphorical, but the stick is a well-approved means of maintaining discipline in Ireland, and a stick of Mr. Parnell's receipt will probably prove obnoxious.

Don Carlos has told a correspondent of the *Times* that he will not hesitate to resort to civil war, if such a step should prove necessary to the welfare of Spain. For "necessity to the welfare of Spain" read "promising for the ambition of Don Carlos," and the assurance may be implicitly believed.

A lady was not long ago requested to add her name to a subscription list for charitable purposes. "I can't," was the reply. "I did all I could afford to do for charity last winter. I want to the charity hall, and attended a number of private theatrical entertainments given for charitable purposes."

The *XIX*me Specie states that Zelk, a comrade who had built up for himself a certain reputation on the banks of the Danube, recently died at Preßburg, leaving a mountain of bullet holes, numbering some 5,000,000—bullet holes, with as many locks of hair, 450 portraits, 322 steel prints, and innumerable shirt studs.

Mr. Robert Browning—once, one would think out of paternal affection than from any desire of his own, for at heart he is a London-lover—has become a citizen of Venice, having purchased the Mansions Palace on the Grand Canal, from its owner, an Austrian. It is described by Ruskin in the *Letters of Nature* as "a perfect and very rich example of Byzantine magnificence." "The walls marchas are magnificent!"

An Irish barrister, who was defending a suit for a widow, in the fervour of his speech in his client's cause, exclaimed: "Gentlemen of the jury, a man who could go to the death without a woman could not be kicked to death by a jockey; and gentlemen,"—here the learned counsel turned toward the Judge—"I wish his honour would here and now appoint me to do the kicking!"

Jean Paul Richter, the distinguished author, was haled once at the gate of a small town in Germany, and was asked to give an account of himself.—"What is your name?" asked the gaoler.—"I am Jean Paul Richter." "What is your trade?" "I am an author." "An author? What's that?" "That means I make books." "Oh yes, I understand. What new fangled names they have for everything nowadays! Here, we call a man who makes books a bookbinder."

DESTINATION	VESSEL'S NAME	CAPTAIN.	AT.	FOR FREIGHT APPLY TO	TO BE DESPATCHED
ROTTERDAM, LONDON, &c., VIA SUET CANAL, LONDON, &c., VIA HAMBURG, &c., HAIRE AND HAMBURG, &c., HAIRE AND LONDON	Be Bay (six.) Cathay (six.) Ophir Electra (six.) Marguerite	Hongkong Hongkong Hongkong Hongkong	Simeson & Co. Carlowitz & Co. Simeson & Co. Carlowitz & Co. Arkold, Karberg & Co.	On or about 16th inst. To-morrow, at 4 P.M. Quick despatch. On 21st inst. Quick despatch. Quick despatch. Quick despatch.	On or about 16th inst. To-morrow, at 4 P.M. Quick despatch. On 21st inst. Quick despatch. Quick despatch. Quick despatch.
LONDON	Elles	Hongkong	Carlowitz & Co.	On 21st inst. At noon.	On 30th inst., at noon.
MARSEILLE, &c., SARDINIA, &c., SAN FRANCISCO VIA YAMA & SAN FRANCISCO	Medea (six.) Yangts (six.) City of Pak (six.) San Pablo (six.) Grandes Aragade Kalo	Hongkong Hongkong Hongkong Hongkong Hongkong	Carlowitz & Co. Adamsen, Bell & Co. Russell & Co. Russell & Co. Russell & Co.	On 21st inst. At 4 P.M. Quick despatch. On or about 24th inst. Quick despatch. Quick despatch.	On 21st inst. At 4 P.M. Quick despatch. On 22nd inst. Daylight.
NEW YORK VIA SUEZ CANAL	Webster	Hongkong	Russell & Co.	To-day, at 4 P.M.	To-day, at 4 P.M.
VICTORIA, &c., SYDNEY & MELBOURNE, &c., SYDNEY & MELBOURNE, SINGAPORE AND RANGOON	Allison	Hongkong	Gibb, Livingston & Co. Arnott, King & Co.	On 23rd inst. Quick despatch.	On 23rd inst. Quick despatch.
SHANGHAI	Thibet (six.)	Hongkong	Battfield & Swire	To-day, at 4 P.M.	To-morrow, Daylight.
AMOY AND SHANGHAI	Orestes (six.)	Hongkong	Russell & Co.	To-day, at 4 P.M.	To-morrow, Daylight.
MANILA VIA AMOY	Zadie (six.)	Hongkong	Douglas Lopraik & Co.	To-morrow, Daylight.	
SWATOW	Wylde	Hongkong			

HONGKONG TIDE-TABLE.

18TH TO 21ST JANUARY, 1886.

HIGH WATERS LOW WATERS

DATE	Mean Time.	Height.	Mean Time.	Height.
18.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
19.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
20.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
21.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
22.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
23.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.
24.	10. 15. 20. 25. 30.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.	1. 2. 3. 4. 5.

The height of mean high water has been determined at 12.90 feet above the level of the sea at the Victoria Naval Yard, and the Low-water Ordinary Spring Tide, and the height in these tables are given as 12.90 feet above the mean low water.

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The height of mean high water

EXTRACT.

INSURANCES.

SHIPS' NAMES.
There is not only reason, but there is wit and humour in the naming of raccoons, but there would appear to be as little rule observed in the naming of ships—more especially, until recently, of the ships of our Royal navy—in the naming of public houses, or, more strikingly still, of London streets. Of course a ship, being a manufactured article, does not inspire appropriate nomenclature so readily as a raccoon, or as a public-house and street—from their historical & local associations, but at the same time a glance down the Navy List unfolds such astounding contrasts and misnomers, and leaps and bounds from one sort of name to another, that we are inclined to wonder why some imaginative and well-educated man has not been appointed to the post of Critic-tener-General in the Service.

We are puzzled to find, for instance, the peculiar appropriateness in naming gun-boats fitted with all the latest devices in the art of destroying life and maiming widows and orphans, by such homely, peaceful-sounding names as Philomena, or Linnet, or Woodlark, or Lily, Zephyr and Innocent are very pretty names, but they are more appropriate to a gaudy pleasure yacht than a war-vessel. As for names like Grasshopper, Cockatrice, and Bullfrock, how hot! Blackflock, or Sprat, or Bluebottle? Is justice, however, it must be said that the above quoted names and many others of equal apparent absurdity belong to comparatively ancient vessels, while the recent additions to our navy are well named from an exceedingly useful and practical point of view. Thus Topaz may not seem at first sight a very fitting name for a war vessel. But that name tells a sailor at once to what class of vessel he belongs—that is to say, to a class named after jewels. In like manner another class is named after birds, and so forth; while the recent Admiralty class serves moreover to keep alive the traditions of the most splendid service in history. With regard to an older order of manufacture, unknown folk, and even sailors themselves, often condemn emphatically the existence of our new list of "furniciering names," and are unaware that nearly every ship thus christened is a standing, or, rather, a moving monument of a gallant dead. Bellissimo, Esquie, Espanio, Fantome, Mutine, Fomeraire, Imperiale, Immortalis, and others, are names of French vessels captured during the great war, which not only retained their baptismal names, but fought gallantly against their spoilers. Every one will admit the characteristic appropriateness of names like Undaunted, Audacious, Dreadnaught, and Thunderer, and to a lesser extent, perhaps, Rovener and Devastator; while as we are proverbially worse off than any other nation for monuments on land to our great men, it is well that Nelson, Collingwood, Anson, Duncan, Rodney, Howe, should still live at sea, and that Nile, Truflgar, and Camperdown should be commemorated.

When our existing trade developed to its present enormous dimensions it is surprising that our great steamship companies should have been long loath to name their vessels according to some definite plan. Gradually, however, this has been brought about, so that we may have a Castle Line, a Clan Line, a Dusit Line, a Glin Line, a Long Line, a Hall Line, and a Bird Line; lines which end their names "in," "a," and "o." The P. and O. Company, names its fleet almost exclusively after places on its line of communication. The French Messageries Company names its vessels exclusively after rivers, and the Transatlantic Company after cities.

But such rules are of course inapplicable to the huge mercantile marine in private hands, and the list comprehends every known object in the four elements, a vast amount of topographical names, a still greater number of family or country names of raccoons, and names commemorative of prominent passing events. Even in these prosaic days a ship is regarded as "a thing of life," and the owner who hesitates to name his house after his wife, or his sweetheart, or his birthplace, if he has an atom of sentiment in him, delights in commemorating them on the bows and stern of his bread-winning vessel.

The fisherman is very strict in his observation of this pleasant way of testifying affection, and although occasionally we may come across a brown-sailed tub with a grand name, the greater number are Fanny, James, Three Brothers, Two Sisters, Nortide, Pride, Corinthian, Lass, or Don Beau, *et cetera*.

Our coast folk are still superstitious to a degree unknown to Lindsey, but their superstition is of a different character from that of their fellow over the Channel. If we look along the bows and sterns of French or Belgian fishing fleet, we shall note hardly one craft out of fifty with a name other than Scriptural or of a religious type. Occasionally we may come across "Jeanne Françoise" or a "Belle Jeune," but there are as rare as Scriptural or religious names among our English boats. The Yorks-fire fishermen may believe in watching on the Nab on Halloween to hear the sound of the buried Whitch bells; the Cornishmen may tremble when he sees Saint Elmo's fire; the Deal boatmen may believe that Tenterden steeples caused the Goodwin Sands; and all three will refuse to sail on a Friday; but they sneer at the protecting power of a few letters in white paint. But the Calais or Boulogne fisherman, who dubs his cap as he sails past the crucifix, going out of port, regards the sacred name on his boat as a talisman, and could not be induced to alter it to anything more trivial. At the same time, the British sailor is a sturdy believer in the good or bad luck attending certain names. For this reason we find famous names in the naval annals of our country which do not reappear at all, or, at any rate, not until the memory of the fatality associated with the name has faded away. Hence it will be long before we have a Captain, or a Bonaparte, or a Burgundy in the Naval List, as it is probable that men would absolutely mutiny rather than go to sea in a vessel bearing one of these ill-fated names. A sufficient instance of this is quoted by a well-known North of England shipowner. He built four vessels in succession, each named the Tinstall, and each of which was lost. He built a fifth, gave her another name, and embarked his crew. At the last moment she was rechristened by the ill-omened name, and not one of the crew would go to sea in her. A fresh crew was with difficulty procured; she went to sea, and was lost. This is, of course, merely an extraordinary coincidence, but a coincidence of such a nature that poor Jack may be pardoned for being influenced by it, especially when we remember how we in ordinary life are apt to be impressed and influenced in our actions by superstitious and owners of very much more trivial character. After all, though the naming of a ship is a relic of the days when warriors named all their accoutrements, from their horses to their lances, it is a pleasant fancy which we trust will never be killed out by the exigencies of red-tape and organisation. We do not name our canons now, for the very good reason that the manufacture of a nation's artillery would very soon exhaust a dictionary; but it may be that when the naval strength of a Power lies in numbers rather than in individuals, and when the place of one huge ironclad must be taken by a couple of hundred torpedoboats, it will be absolutely necessary to sacrifice fancy and sentiment, and that a sensible generation of Englishmen will exhort us a "Gallant Nation be Fifty," or a "Fighting Five Hundred," in the same strain that we sing of the "Stately Arethusa," and the "Brave old Temeraire."

INSURANCES.

PHENIX FIRE OFFICE
The Undersigned are now prepared to GRANT POLICIES OF INSURANCE against FIRE & RISKS following Rates:

On First-class Buildings, at 3% Net per Annun.

On First-class Golds, & Merchandise stored,

therein at 4% Net per Annun.

On Coal, at 1% Net per Annun.

On Petroleum, in like manner.

On Printed Goods, at 1% Net per Annun.

On Printed Goods, at 1% Net per Annun.

On Second-class Cloth, & Merchandise stored,

therein at 2% Net per Annun.

On Vessels, at 2% Net per Annun.

On Petroleum, in like manner.

On Printed Goods, at 1% Net per Annun.

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